



Revised Draft Bay Area Regional Rail Plan

Presented to:
MTC Planning Committee
September 14, 2007



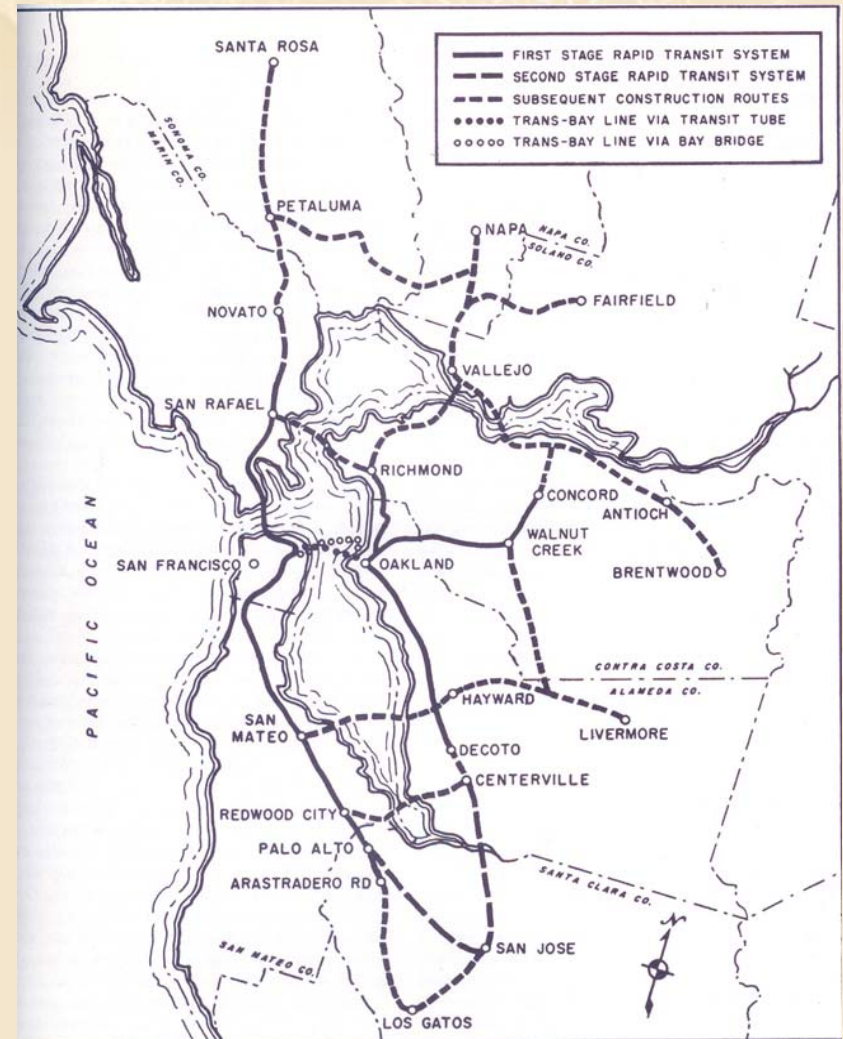
REGIONAL RAIL

next stop....the future!

bay area

Why Prepare Rail Plan

- First comprehensive review of Regional Rail strategy since 1957 BART Plan
- Funds provided by Regional Measure 2
- Collaboration between MTC, BART, Caltrain & CHSRA
- Steering Committee of transportation partners guided rail study effort



Regional Rail Plan Objectives



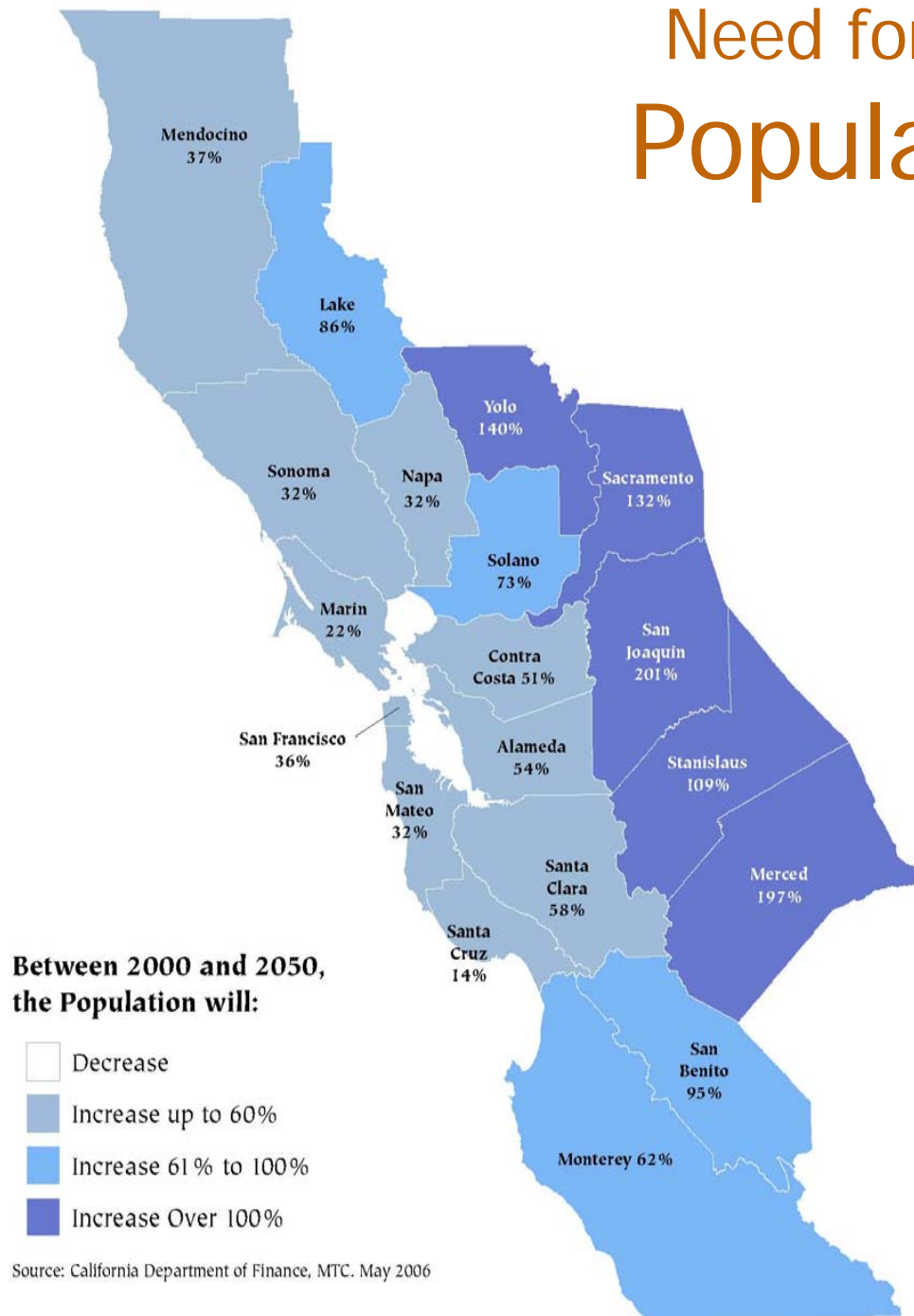
- A comprehensive vision for interconnected rail system to guide investment decisions
- A strategic plan for a safe, fast, and reliable passenger network integrated internally and with local transit
- A strategy to sustain and enhance mobility and economic vitality in Northern California



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Need for Regional Rail: Population Boom

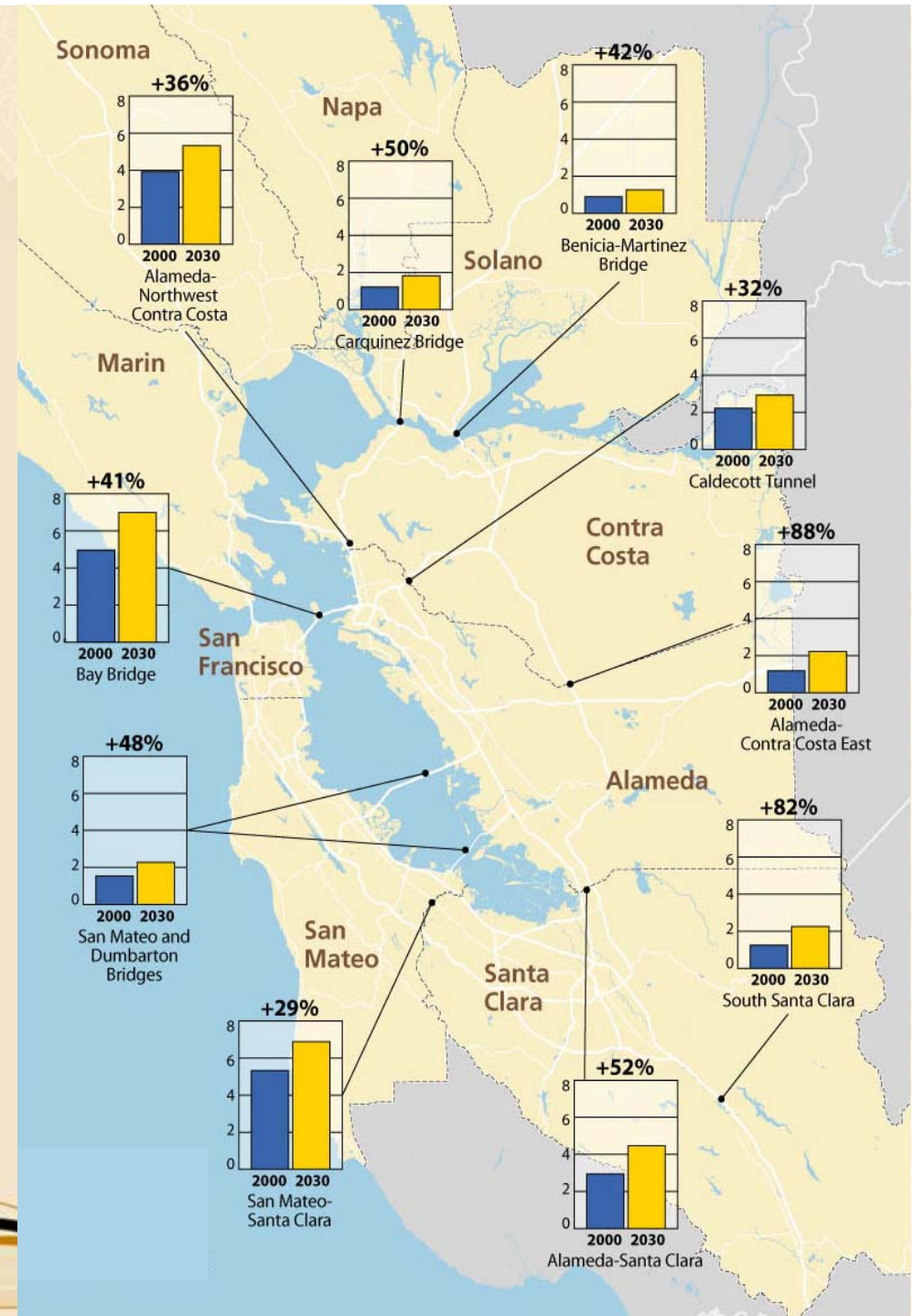


- Bay Area population will grow to 10 million people by 2050, a 48% increase from 2000
- Sacramento will grow by 132%
- San Joaquin will grow by 201%

Need for Regional Rail: Increased Travel

Fastest Growing Corridors by 2030

1. Transbay: San Francisco to Oakland
(+204,000 trips)
2. Peninsula: San Mateo Co. to Santa Clara Co.
(+156,000 trips)
3. East Bay: Alameda Co. to Santa Clara Co.
(+152,000 trips)
4. I-680: Alameda Co. to NW Contra Costa Co.
(+141,000 trips)
5. I-680: Alameda Co. to Contra Costa Co. East
(+104,000 trips)



Need for Regional Rail: Increased Freight Traffic

- Freight traffic related to Port activity
- Imports and Exports
- By 2050, freight traffic will grow in excess of 350%



Regional Rail Plan Elements

- Rapid Transit – BART
- Railroad-Based Passenger Services
- Railroad Freight Capacity Where Needed
- High-Speed Rail Options (with regional overlay)
- Other regional services (e.g. eBART, bus, ferry)
- Support Strategies



Fall 2005 Visioning Workshops

Key Public Comments Heard



- Connectivity between modes is critical
- Resolve freight and passenger rail conflicts
- Need new Bay crossing for rail
- Preserve & purchase rights-of-way
- Explore advanced rail technologies
- "One System, One Ticket"
- Must support desirable land uses
- Must minimize impacts on low-income areas
- Must have safe and secure rail system



Study Process

- Developed study alternatives
- Public forums to review alternatives
 - Steering Committee
 - MTC Planning Committee
- Conducted evaluation of alternatives
 - Capital Cost
 - Travel Demand/Market Potential
 - Operational Impacts
 - Coverage and Connectivity
 - Environmental Issues
 - Implementation Issues
- Public workshops in August 2007



Regional Rail Vision

- Ring the Bay with Rail
- The Right Technology Should Be Used With the Right Corridor
- The BART/Caltrain Systems Are the Backbones
- The BART System's Outward Expansion Is Nearly Complete
- The Bay Area Needs a Regional Rail Network



Regional Rail Vision (cont'd)

- Rail Infrastructure Must Be Expanded to Accommodate Growth in Passenger and Freight Traffic
- High-Speed Rail Provides Opportunities to Enhance and Accelerate Regional Rail Improvements
- Rail Transit and TODs Go Hand in Hand
- New Governance Structure Needed to Deliver Rail
- Successor to Resolution 3434 Needed to Advocate for Rail Funding



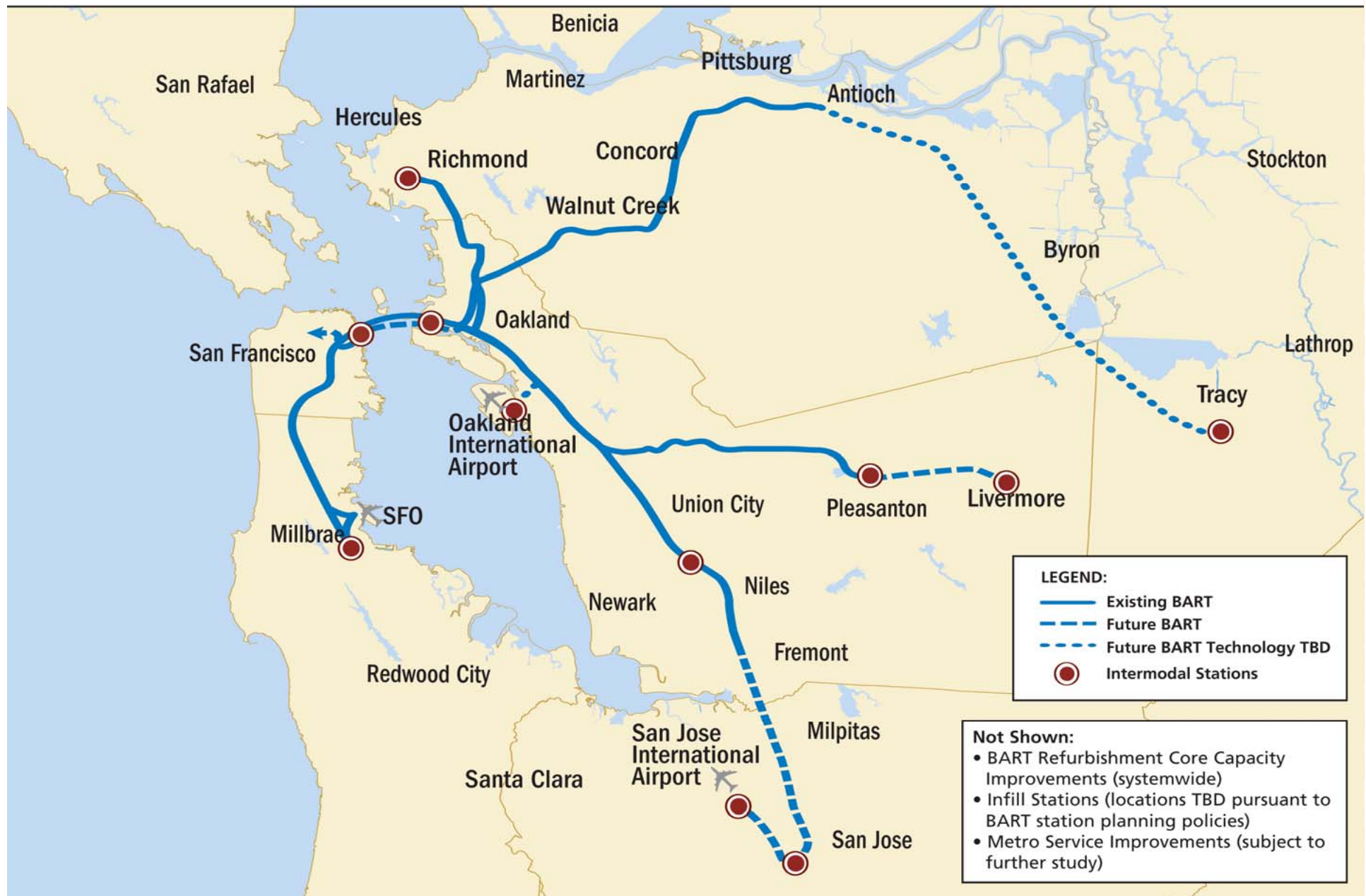
Recommended 2050 Regional Rail Absent High-Speed Rail



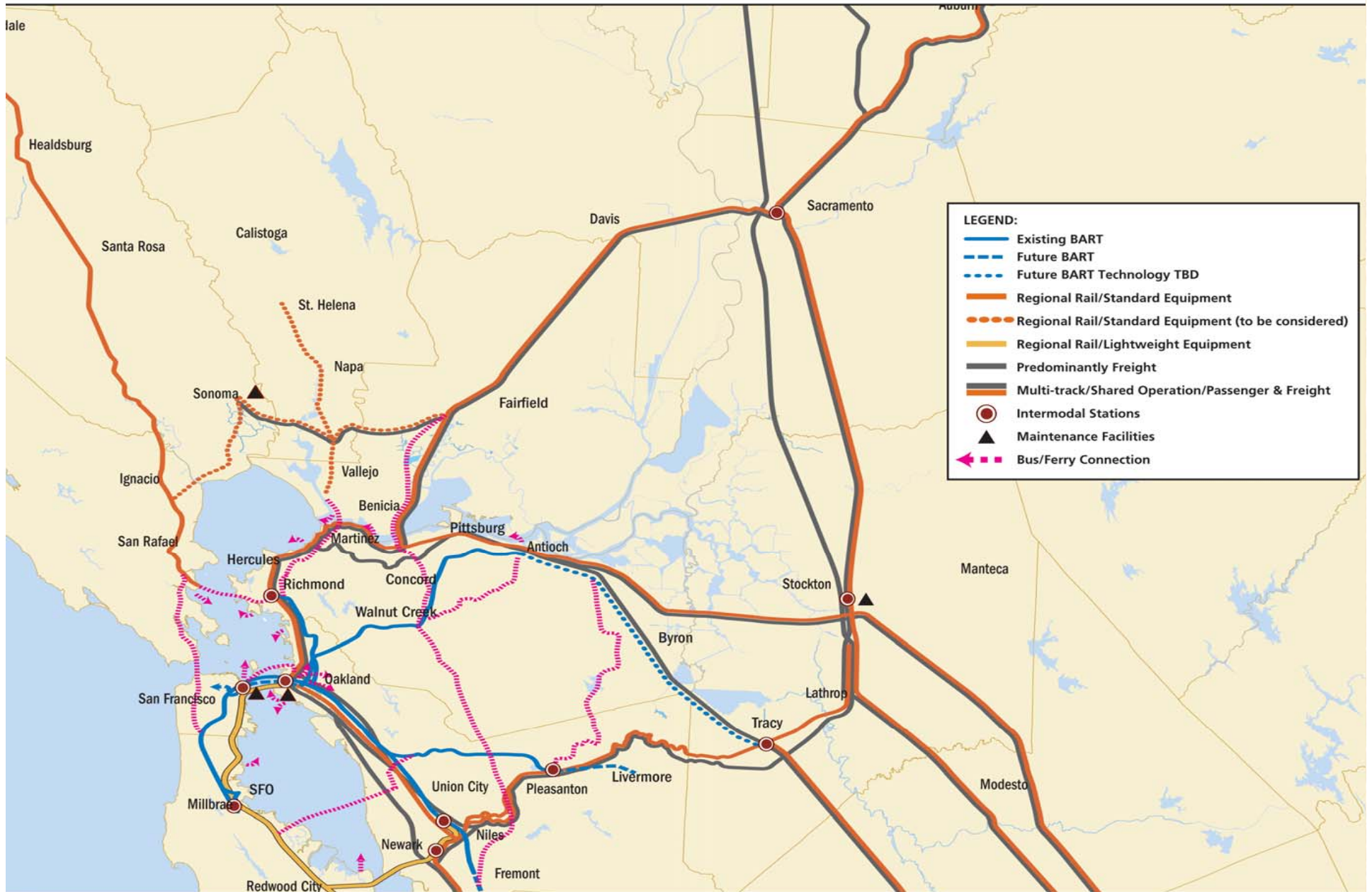
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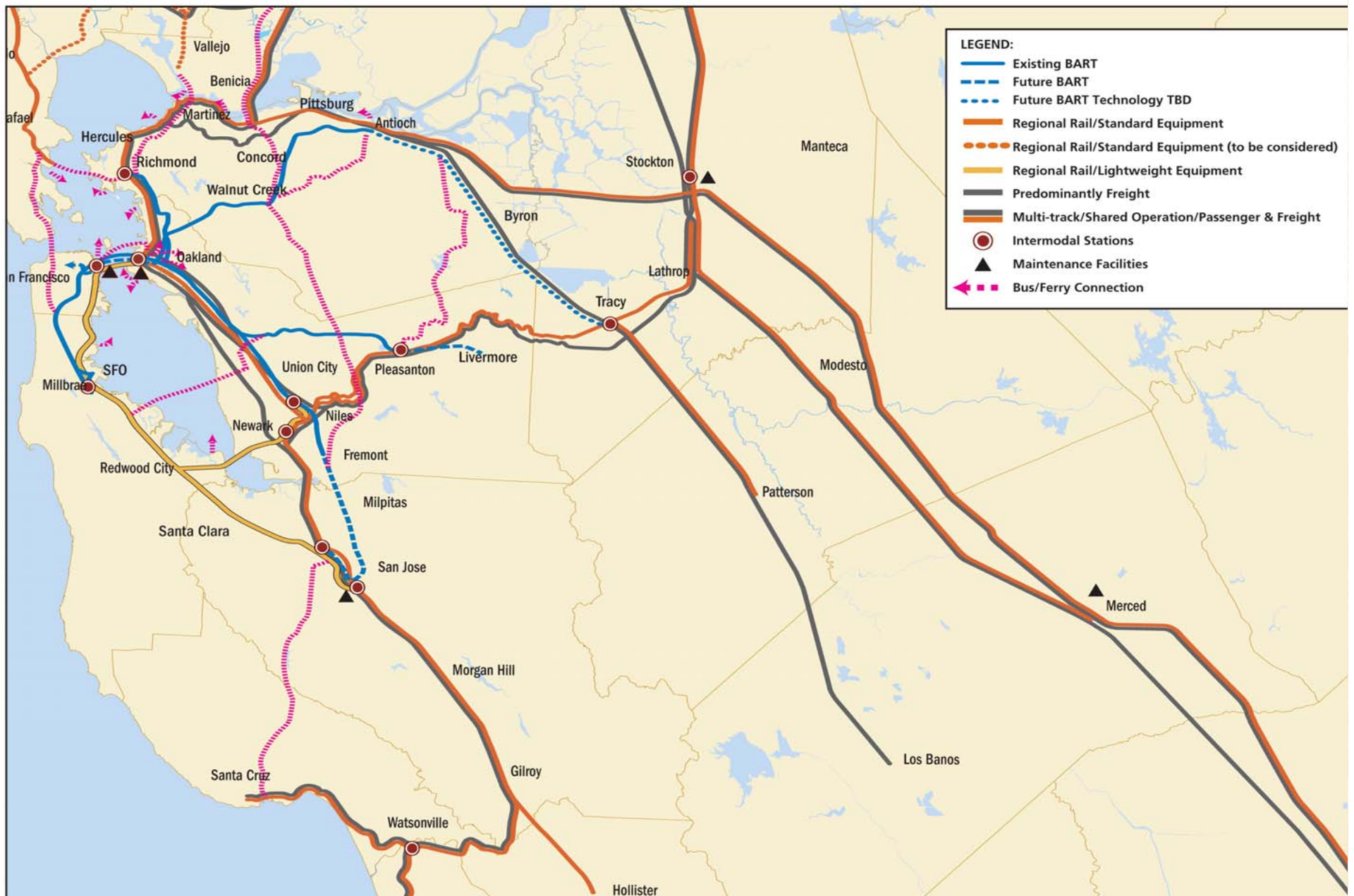
2050 Regional Rail Without High-Speed Rail (BART System)



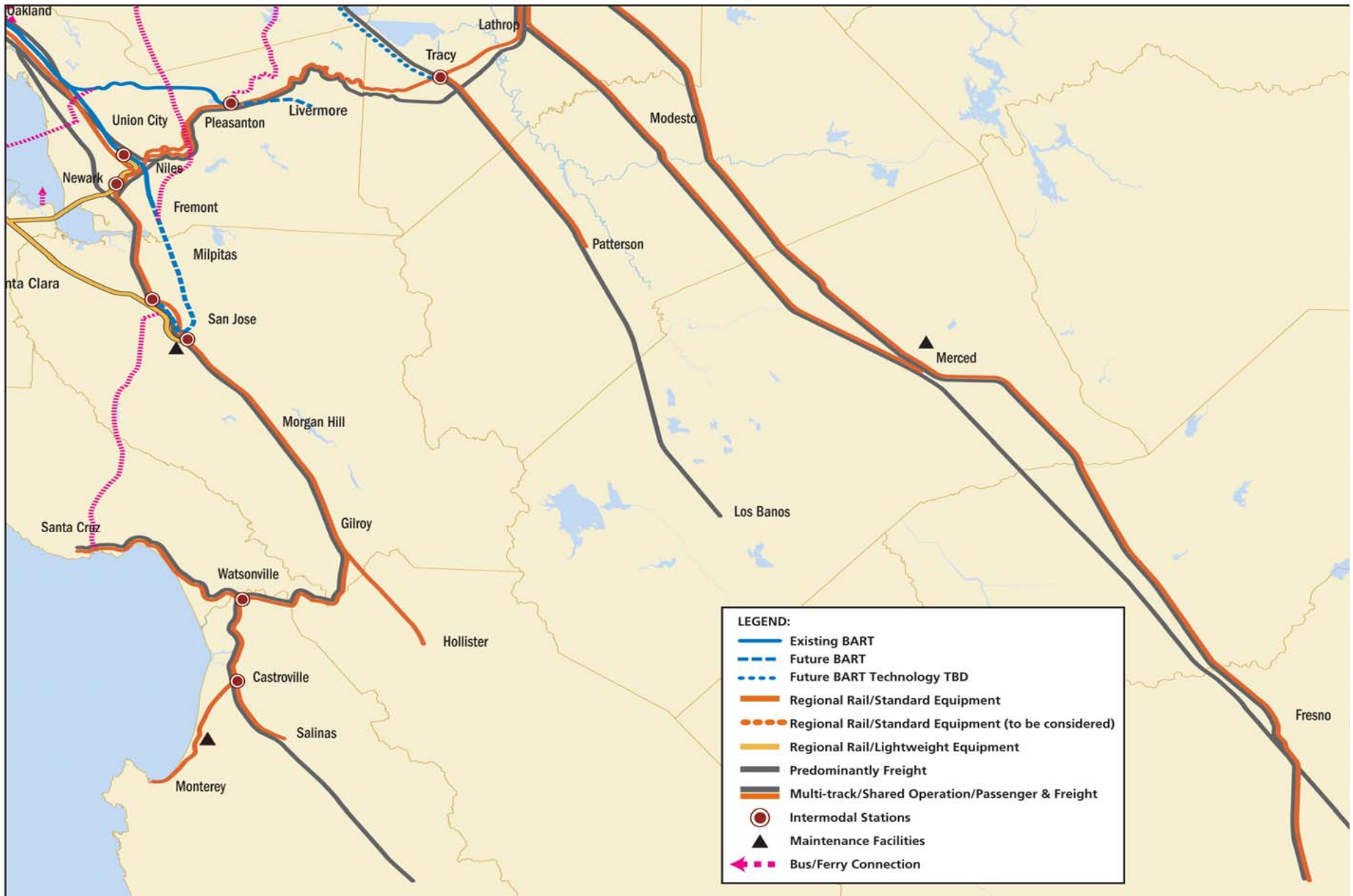
2050 Regional Rail Without High-Speed Rail (North)



2050 Regional Rail Without High-Speed Rail (Central)

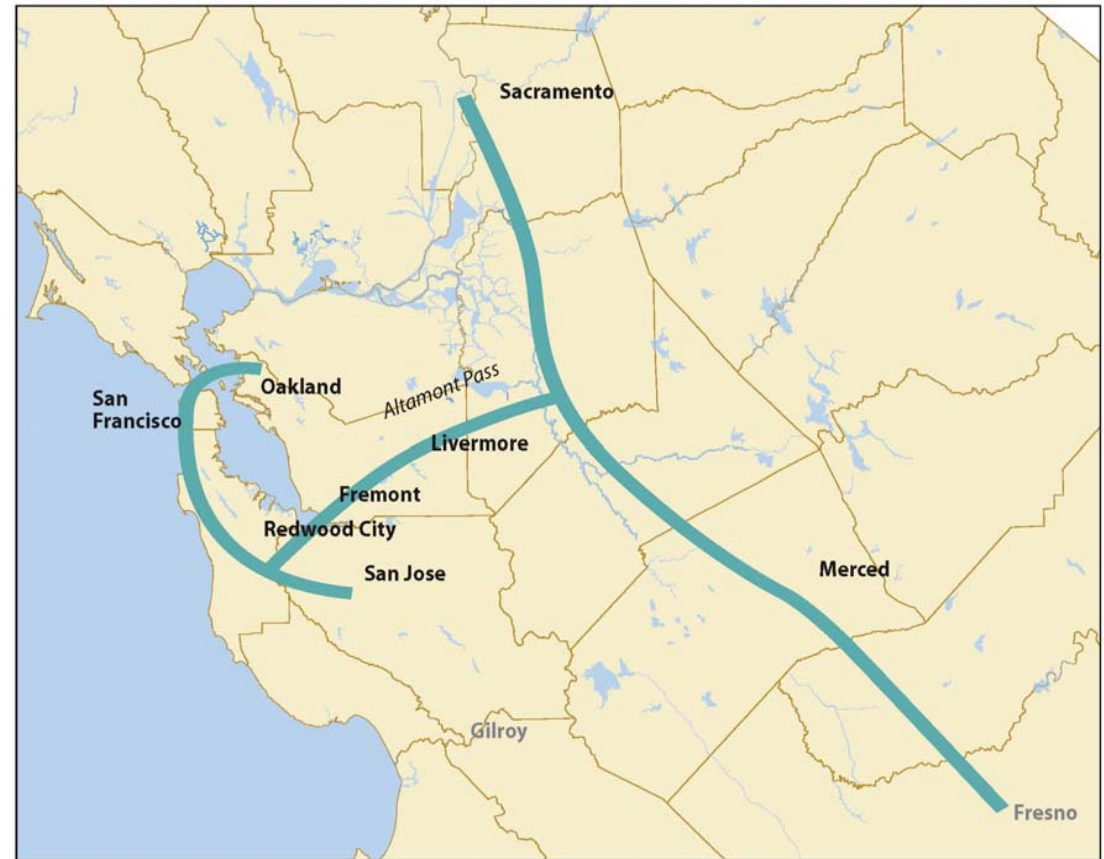


2050 Regional Rail Without High-Speed Rail (South)



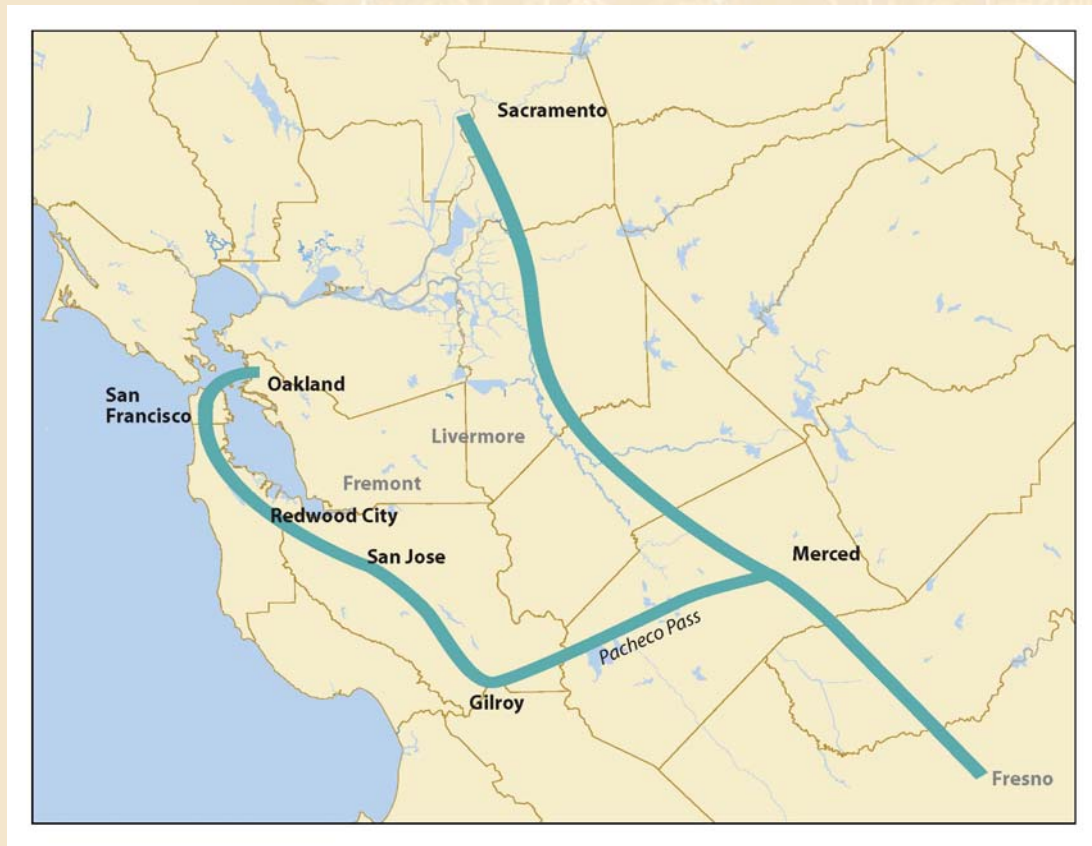
High-Speed Rail Effects

- Near term projects in most of regional network would remain in place and would work with high speed rail
- Ability to accelerate compatible projects (e.g., Peninsula services)
- Altamont Effects
 - Improved Dumbarton Connection
 - Upgrade to Regional Services between Peninsula – Tri Valley – Sacramento & San Joaquin Valley



High-Speed Rail Effects (cont'd)

- Pacheco Effects
 - Opportunity to upgrade Regional Services down to Gilroy; improved access to South Counties
 - Faster and more frequent service between Los Angeles & San Jose
- Altamont + Pacheco Effects
 - Would not require development of 4-track sections Newark – Tracy
 - Would not require development of 4-track sections San Jose – Gilroy



Recommended Rail Governance Strategies

Activity	Recommended Governance Strategy
Fare Collection/Structure	<ul style="list-style-type: none">• Single transit entity to operate TransLink®• Consortium develops integrated structure consistent with RM2-funded study underway
Schedule Coordination & Wayfinding	<ul style="list-style-type: none">• MTC operates consolidated traveler information (511.or) and call center• MTC develops uniform Wayfinding Signing Standards (Transit Connectivity Plan) at hubs
Centralized Operations/Train Dispatching	<ul style="list-style-type: none">• Regional rail entity operates unified dispatch center created for all Northern California regional rail operations



Recommended Rail Governance Strategies

(cont'd)

Activity	Recommended Governance Strategy
Railroad Right-of-Way Negotiations	<ul style="list-style-type: none">• Single entity responsible to negotiate/acquire right-of-way
Regional Procurement	<ul style="list-style-type: none">• Formalize joint procurements under single entity• Standards identified and adopted for vehicles, systems and guideway components
New Services	<ul style="list-style-type: none">• Near term: new rail service(s) to be managed and operated by existing operator; no new rail operators within region• Long term: new lines established by actions of new Federation with dedicated funding source



Funding

- Plan investments total \$45 billion
- Securing capital and operating funds is a huge challenge
- Possible fund sources include:
 - Federal New Starts, Small Starts
(after Resolution 3434 commitments are met)
 - State Bonds, 2008 HSR Bond
 - Regional Toll Bridge Measures
 - Local transportation sales tax
 - Public/Private Partnerships
 - Innovative Financing
(congestion pricing, carbon credits)



Land Use

- Rail investments must be integrated with transit-supportive land-uses
- Land-use strategies include:
 - Update & expand rail station TOD policies
 - Adopt ridership development plans for broader commute shed
 - Seek state bond monies for infill and TOD development
 - Expand resources available to help cities/counties
 - Create one-stop shop for technical assistance
 - Encourage locals to adopt station area policies

